



MARINE SAFETY NEWSLETTER



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The Marine Safety Newsletter is published by the USCG Marine Safety and Environmental Protection Directorate to collect and disseminate information that is of general interest to the maritime community. The monthly Newsletter prints abstracts of major USCG rulemakings, studies, special projects, and related events. Articles from non-Coast Guard sources may not represent USCG policy or views.

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NEWS

USCG Publishes Final Rule on Tank Vessel Operational Measures

In keeping with section 4115(b) of the Oil Pollution Act of 1990 (OPA 90), the Coast Guard published an eagerly-awaited final rule on "Operational Measures to Reduce Oil Spills on Existing Tank Vessels Without Double Hulls" in the Federal Register published July 30, 1996 (61 FR 39770). Required by OPA 90, this rule establishes operational requirements designed to prevent pollution from the world's fleet of single-hull tank vessels of 5,000 gross tons or more.

The final rule includes measures aimed at reducing human error such as bridge resource management and vessel specific watch policy and procedures to promote effective communication; anticipated under-keel clearance calculations to ensure passage planning; and an autopilot is engaged to ensure proper vessel control. Maneuvering performance capability and vessel status information measures are required to promote the flow of information between a tankship's master and the local pilot. The risk of accidents caused by equipment or structural failures are prevented through enhanced hull surveys and surveys of vital systems such as piping and safety systems. Additional operational requirements targeting the potential accident risks of tank barges include requirements for emergency steering capability and fendering systems on the primary towing vessel.

On November 1, 1991, the Coast Guard published an advance notice of proposed rulemaking in the Federal Register (56 FR 56284). The notice described the major structural and operational proposed changes intended to meet section 415(b) of OPA 90 and invited comments on the project.

After reviewing the comments, on October 22, 1993, the Coast Guard published a notice of proposed rulemaking (NPRM) in the Federal Register (54 FR 16196) and invited comments on its proposals.

A public meeting was held on January 20, 1994, to obtain information from the public on the proposed regulations. Topics addressed various issues including applicability, differences between tank barges and tankships, exemptions, and economic and technical feasibility.

In light of the comments received from the public meeting, the Coast Guard separated the rulemaking into three projects to expedite the implementation of section 4115(b) of OPA 90. A final rule, requiring the carriage of emergency lightering equipment and the inclusion of the vessel's International Maritime Organization number in the advance notice of arrival report, was published on August 5, 1994, a supplemental notice of proposed rulemaking (SNPRM) regarding operational measures, was published on November 3, 1995; and SNPRM, regarding structural measures, was published on December 28, 1995.

Based on the 187 comments received on the SNPRM for operational measures, the Coast Guard revised certain portions of the proposed regulations. In addition to these revisions, the Coast Guard also reevaluated the regulatory assessment. The final rule regulatory assessment estimates the first-year compliance cost will be \$60.5 million. Subsequent annual costs of the final rule will trend downward, leveling out at \$539,054 during 2012 through 2014, the final years that the final rule will be in effect. The present value of this final rule discounted at 7 percent to 1990 will be \$106.3 million. U.S. tankships and tank barges will account for an estimated one-third of total costs, and foreign tank vessels and barges will account for the remainder.

For additional information call LCDR Suzanne Englebert of the Office of Standards Evaluation and Development (G-MSR-2), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-6490, fax (202) 267-4547. Normal office hours are between 8 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

USCG Publishes Interim Rule on Security for Passenger Vessels and Passenger Terminals

July 18, 1996, the Coast Guard published an interim rule (IR) implementing requirements for security of passenger vessels and passenger terminals. This rule is intended to protect the passengers by deterring and mitigating acts of terrorism and other unlawful acts against passenger vessels and passenger terminals.

NEWS (CONT'D)

Domestic terrorism, as well as international terrorism, seems to be increasing. Passenger vessels and passenger terminals are potentially vulnerable to terrorist acts. The regulations require certain passenger vessels and their related terminals submit plans to the USCG for examination. These plans are the basis for industry's security planning and operations.

The regulation and the related IMO Maritime Safety Committee Circular No. 443 are available on the U.S. Coast Guard Marine Safety Home Page (www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm).

For additional information, call CDR Dennis Haise, Office of Compliance (G-MOC), at (202) 267-1934, Office of Marine Safety and Environmental Protection, US Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001. Normal office hours are between 8 a.m. and 5 p.m., Monday through Friday except Federal holidays.

Former Coast Guard Commandant ADM Chester Bender Dies at 82

ADM Chester R. Bender, former Commandant of the Coast Guard and the man most remembered by the Service for adopting its distinctive "Bender Blues" uniform, died July 20, 1996 in Moraga, CA following a long illness.

Regional Port State Control System Set Up in Caribbean, the Caribbean Port State Control Memorandum Signed in Barbados

The Maritime Authorities of twenty Caribbean States and Territories have agreed on a Memorandum of Understanding (MOU) on Port State Control. The Memorandum was signed on 9 February at a final preparatory meeting held in Barbados, bringing to a conclusion a two-year period during which an ambitious set of measures to improve the maritime administrative infrastructure of region States and territories was prepared.

The Caribbean MOU is practically identical to other MOUs on port State control which, including the Paris MOU in Europe, the Tokyo MOU in the Asia-Pacific region and the Viña del Mar Agreement in Latin-America.

The Caribbean MOU on Port State Control also covers port State inspections on ships below Convention size which trade mainly within the Caribbean region. A comprehensive set of regulations the Caribbean Cargo Ship Safety Regulations have been developed to provide port States in the region with a useful tool for inspecting ships which are often of traditional build. The Caribbean MOU, where applicable, refers to these regulations.

MARAD Names Center Advisors

The Maritime Administration (MARAD) announced the formation of a multi-agency Board of Advisors to guide and direct the operations of its two-year-old National maritime Resource and Education Center.

The Maritime Administrator, VADM Albert J. Herberger, USN (Ret.), will serve as the Chairman of the Board of Advisors and will be joined on the Board by RADM James C. Card, USCG, Chief, Marine Safety and Environment Protection, United States Coast Guard, and RADM Paul Robinson, USN, Vice Commander, U.S. Naval Sea Systems Command (NAVSEA).

The Center was established by ADM Herberger in April 1994. Its primary mission is to support the efforts of U.S. shipbuilders, ship repairers, ship owners/operators and marine suppliers to compete in the international commercial marketplace and to act as a major information source and facilitator for the U.S. maritime industry in gaining access to the President's five-part program for U.S. shipbuilding commercial revitalization.

In carrying out this role, the Center is engaged in a number of initiatives, including:

- Operation of a comprehensive maritime industry standards library staffed by naval architects and marine engineers available to provide technical assistance
- Facilitation of and assistance to industry members seeking ISO 9000 and ISO 14000 registration
- Promotion of consensus standards for the maritime industry and U.S. participation in national and international standards writing
- Participation with national and international bodies in fostering research and development for shipbuilding

NEWS (CONT'D)

- Industry outreach through sponsorship of conferences, workshops and seminars on U.S. shipbuilding revitalization and the President's five-part program
- Support for MARITECH and Title XI Loan Guarantee Programs

For more information, contact the Director, National Maritime Resource and Education Center (Joe Byrne) at (202) 366-1931.

Coast Guard Seagoing Buoy Tender Launched in Wisconsin

WILLOW, the second of the Coast Guard's new JUNIPER-class, 225-foot seagoing buoy tenders, was launched in Marinette, WI, on June 15, 1996. The ship was designed and constructed by Marinette Marine Corp. (MMC).

Mrs. Susan Frances Henn, wife of the recently retired Coast Guard Vice Commandant, Vice ADM Gene Henn, christened WILLOW, after which there was a spectacular side launch into the Menomonee River. Mrs. Henn was escorted by LTCDR. Fred White, prospective commanding officer of WILLOW.

The keynote speaker was U.S. Sen. Russell Feingold from Wisconsin. Other dignitaries attending were U.S. Rep Bart Stupak from Michigan and Admiral Henn.

WILLOW is scheduled for delivery to the Coast Guard in December.

The launching marks another important step in the Coast Guard's initiative to replace its more than 50-year-old fleet of 180-foot seagoing buoy tenders. The JUNIPER-class buoy tenders, designed with advanced production technologies and equipped with state of the art electronic navigation and positioning equipment, will be more efficient in maintaining and repairing the nation's system of more than 50,000 buoys, day markers and lights playing a key role in supporting the nation's vital transportation infrastructure.

The JUNIPER-class tenders will serve in other Coast Guard missions, including search and rescue, marine environmental protection and domestic ice operations.

Mobil Orders Two More Double-Hull Supertankers

According to Mobil Shipping and Transportation Company (MOSAT) they have signed a contract with Sumitomo Heavy Industries, Limited of Japan for two additional double-hull Very Larger Crude Carriers (VLCCs) to service its global petroleum requirements. This brings to four the number of double-hull VLCCs in Mobil's fleet. The first of the newly contracted ships will be delivered October 1998, the second in May 1999.

The 280,000 deadweight-ton vessels will be similar in size and design to Mobil's two double-hull VLCCs—Eagle (commissioned in 1993) and Raven, which was placed in service last month.

"From their double-hull construction – first pioneered by Mobil's patented double-bottom designs of nearly 30 years ago to new in-tank piping, to state-of-the-art navigation systems, these vessels underscore Mobil's commitment to operating safely in the world's marine environment," said Gerhard Kurz, president of MOSAT. "But double-hull technology is only part of the answer to the safe transportation of crude oil and petroleum products. Well-trained crews and regular ship inspections are equally important. In Mobil, we emphasize all aspects of operations that enhance safety."

A new design feature in these ships will be the routing of cargo piping through cargo tanks rather than over the deck. "This design change adds a greater measure of pollution prevention than existing systems," said Kurz. "It reduces the potential for spillage, decreases maintenance and gives clear access to the deck in case of an emergency."

Inspection and maintenance of the double-hull spaces will be facilitated by walkways built into the structure. And in a change from the traditional practice of applying black coal tar epoxy coatings in water ballast spaces, near white, long life, multi-coat, modified epoxy coatings will be applied to ease inspection and expose any corrosion or leaks immediately. In addition, the coating system will be backed up by a cathodic protection system – all in excess of regulatory standards.

The ships will be 1,100 feet (335 meters) long, 190 feet (58 meters) wide and will carry a cargo of 2.2 million barrels of crude oil. They will replace two single-hull VLCCs built in the 1970s.

NEWS (CONT'D)

Environmental Protection Agency Extends NESHAP Time Deadlines

MOSAT owns or controls 33 ocean-going tankers which transport two million barrels per day of crude oil and refined petroleum products, accounting for 5% of the petroleum products transported worldwide over water.

The Environmental Protection Agency (EPA) favorably considered the request of the Shipbuilders Council of America (SCA) to extend the time deadlines established in the National Emissions Standards for Hazardous Air Pollutants (NESHAP) Regulation for Shipyards. SCA was the first organization EPA notified of the extension of the time standards, and SCA has sent an informational memorandum to all shipyards in the U.S. in fulfillment of its leadership role for the shipyard industry on environmental regulations.

The favorable decision culminated four years of active liaison and discussions between representatives from SCA and EPA, which included a number of visits to EPA's Office at the Research Triangle in North Carolina, where the NESHAP Regulation was drafted, as well as visits to EPA Offices in Washington, DC. The favorable decision also hallmarks the merits of SCA's non-adversarial approach to resolving environmental issues through constructive discussions includes practical solutions to pollution producing the desired results envisioned by the Federal Environmental Laws and EPA's Common Sense Initiative (CSI) Program, while simultaneously allowing industry to use the most cost efficient methodology for producing the desired environmental results.

The time deadlines EPA has approved will extend the date for filing an implementation plan for the NESHAP regulation from June 13, 1996 until December 16, 1996. Additionally, the deadline for full compliance with the NESHAP Regulation was extended from December 16, 1996 to December 16, 1997. These time extensions will permit comprehensive training of shipyard employees so compliance will be cost effective and environmentally sound in substantive, rather than rushed training, will ensure that all affected shipyard employees will be properly trained. Additionally, the time extension will now permit a boilerplate format, which is currently nearing completion, to be distributed to all affected shipyards so they may prepare the required implementation plan. This format will ensure uniformity throughout the industry while simultaneously eliminating the necessity of each shipyard redundantly expending funds for the development of their own format. Thus, the time extension will facilitate proper training of shipyards employees, and thereby enhance the goals of compliance; ensure uniformity; and cumulatively save shipyards tens of thousands of dollars through the use of such initiatives as the uniform implementation plan format.

SCA intends to build upon its established network of contacts within EPA and the Maritime Administration to find optimum solutions to other clean air, clean water and hazardous waste issues confronting the shipyard industry.

Atlantic Strike Force Building Dedication

On June 21, 1996, Rear ADM James C. Card, Chief, Marine Safety and Environmental Protection, officiated at the dedication of the Atlantic Strike Team's new 37,000-square-foot building. The building was dedicated to the memory of Commander Mark L. Lavache, a pioneer in the Coast Guard's commitment to marine environmental protection and pollution response.

The \$3.5 million building, known as the CDR Mark L. Lavache Equipment Facility, is designed to house state-of-the-art equipment used to advance the Coast Guard's commitment to marine environmental protection and pollution response.

The Atlantic Strike Team is part of the National Strike Force, which includes five units. The Atlantic Strike Team and two other teams, the Gulf Strike Team and the Pacific Strike Team, are managed by the National Strike Force Exercise Support, the fifth unit, assist during pollution response exercises being staged throughout the nation.

The National Strike Force is a unique, highly trained cadre of 152 Coast Guard professionals who maintain and rapidly deploy with specialized equipment in support of Federal On Scene Coordinators. The members of the Coast Guard's National Strike Force are a national asset,

NEWS (CONT'D)

Coast Guard National Boating Safety Advisory Council Vacancies

said Rear Adm. Card. They are always preparing for and responding to oil and chemical incidents in order to reduce environmental damage and adverse impact to the public.

The Coast Guard is seeking applications for appointment to membership on the National Boating Safety Advisory Council (NBSAC). The Council is a 21 member Federal advisory committee advising the Coast Guard on matters related to recreational boating safety.

The Coast Guard will consider applications for the following seven positions that expire or become vacant in December 1996: two representatives of State Officials responsible for State boating safety programs; two representatives of recreational boat and associated equipment manufacturers; and three representatives of national recreational boating organizations and from the general public.

Application forms may be obtained by writing Commandant (G-OPB-1), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001; or by calling: (202) 267-0950; or faxing (202) 267-4285.

Applications must be received on or before September 23, 1996.

Award Commends Alaska Marine Safety Education Association Efforts in Promoting Fishing Vessel Safety

Alaska Marine Safety Education Association (AMSEA) was awarded the Alaska Safety Advisory Council (ASAC) Special Recognition Award for the second time in four years. At ASAC's annual conference in Anchorage in March, AMSEA's efforts in marine safety education and training were lauded.

The award specifically commends AMSEA's work in helping to reduce the fatality rate in the commercial fishing industry. For the last four years, Alaska's fatality rate is consistent 50% less than the previous five-year average. Also, during the four years, Alaska experienced the greatest reduction in fishing fatalities of any region in the nation.

Jerry Dzugan, AMSEA Director/Training Coordinator accepted the award for AMSEA. He credited the award to many AMSEA instructors who spread a safety message in schools, communities and work places. He said, "The main credit must go to the fisherman themselves, since it is those in the wheelhouse and on deck who make the many decisions that affect safety in the fleet."

Besides AMSEA's award, Hank Pennington, Kodiak's Marine Advisory Program agent, was announced as a finalist for the Safety Professional of the year. Pennington is a co-founder of AMSEA and has been involved with marine safety training since the mid-1970s.

USCG Publishes Final Rule Great Lakes Load Line Certificate Extension

On July 9, 1996, the Coast Guard published a final rule in the Federal Register (61 FR 35963) revising the limit on the number of days a Great Lakes load line extension may be granted. The rule is effective on October 7, 1996, unless the Coast Guard receives written adverse comments or written notice of intent to submit adverse comments on or before September 9, 1996. If such comments or notice are received, the Coast Guard will withdraw this direct final rule, and a timely notice will be published in the Federal Register.

This rulemaking extends the Great Lakes Load Line Certificate extension from 90 days to 356 days. For qualifying vessels the maximum period of a certificate is 6 years, including allowable extensions.

For additional information or to obtain copy of the direct final rule call LCDR Mark DeVries, Project Manager, Office of Compliance (G-MOC), 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-0009 or fax requests to (202) 267-4394. This document can be found on the World Wide Web at: WWW.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm

SCA President Defends Title XI Program

In a prominently featured "Letter to the Editor" appearing in the June 26, 1996, issue of the Journal of Commerce, Shipbuilders Council of America (SCA) President Penny Eastman strongly defended the Title XI shipbuilding program. According to Eastman, earlier attacks published in the newspaper "exemplifies misinformation masquerading as concerned public interest."

NEWS (CONT'D)

Eastman emphasizing rather than disparaging the Title XI program, we should herald its revitalization as a "keeping jobs in America program," and she cited a series of facts in support of the Title XI program, such as that in the last two years, MARAD has returned to the Treasury, fees totaling \$690 million and the Title XI program has generated \$1.6 billion in sales. Eastman further stated, "Those who would distort and ignore the facts in a rush to label the Title XI program 'corporate welfare' should be required to answer two simple questions: First, how many other federal programs have returned \$690 million to the General Fund of the U.S. Treasury during the past two years? Second, where is the welfare in a program that has had no defaults since 1985, has generated \$1.6 billion in shipyards sales in the last two years, created American jobs and has reduced unemployment in the shipyards industry?"

Oil Spill Advisory Group Passes Coast Guard Muster

The U.S. Coast Guard has recertified the Prince William Sound Regional Citizens' Advisory Council (RCAC) as the federally-approved citizen's advisory group for Prince William Sound, pursuant to the Oil Pollution Act of 1990 (OPA 90). RCAC has been the certified group since 1991, when the regulations were first implemented.

Under the annual recertification process, the Coast Guard assesses whether RCAC fosters the general goals and purposes of OPA 90 and is broadly representative of the communities and interests as envisioned under OPA 90.

As part of its review, the Coast Guard considers comments from industry, interest groups, and citizens.

"Comments received from industry, government and the general public in Prince William Sound were very favorable, and supported your request for recertification," RADM J.C. Card said in his letter notifying RCAC of its recertification.

"We the Coast Guard appreciate RCAC's endeavor to provide oversight and monitoring of the terminal facilities and tanker operations in Prince William Sound and we look forward to working with you during the coming year," ADM Card wrote.

In past reviews, the Coast Guard urged RCAC to work harder at promoting a spirit of partnership with industry and government agencies.

"It's gratifying that the Coast Guard recognizes the progress we've made in developing positive relationships," RCAC President Tex Edward's said. "We're attacking problems from a positive point of view."

RCAC fulfills the OPA 90 requirement for an industry-funded citizens advisory group, but it was established before the law was enacted through a contract with Alyeska.

Tanker Deck Foam System

The Coast Guard asked the NPFA technical committee on foam to develop appropriate design and construction standards for tank ship deck foam systems. A task force group meet on August 8th at Arco Marine, Inc. in Long Beach, CA. The Group discussed resolving conflicts between domestic and international requirements. A follow-on meeting is scheduled for October 28, 1996 in Las Vegas, NV. For additional information contact Mr. Matthew Gustafson at (202) 267-0170 or fax at (202) 267-4816.

Halon Alternatives

Development of an appropriate large scale test able to screen the myriad of halon alternative products entering the market. The U.S. Coast Guard's Marine Safety and Environmental Protection Directorate and the Research and Development Center (RDC) are conducting a cooperative USCG-Industry test series on the RDC's new fire test ship, former school ship State of Maine, at the Fire and Safety Test Detachment in Mobile, Alabama. Tests began June 17th and are expected to run through the summer. The test have been quite successful and general agreement is that a large-scale test, such as this, is very useful and has provided new information. For further information contact Mr. Matthew Gustafson at (202) 267-0170; or fax (202) 267-4816.

NFPA Code on Merchant Vessel Fire Safety

A project to develop an industry standard on fire safety requirements for commercial vessels is expected to be completed in late 1997. The U.S. Coast Guard chairs the committee developing the new standard which will be designated NFPA 301. It is anticipated acceptable to the NFPA committee will produce a performance based standard that the USCG as

NEWS (CONT'D)

equivalent to the provisions of 46 CFR pertaining to vessel fire safety. The development of NFPA 301 is an example of industry-government partnering to jointly foster new shipbuilding technologies and incorporate performance based safety systems. Those interested in participating are welcome. For additional information contact Mr. Morgan Hurley at (202) 267-0172 or fax at (202) 267-4816

Recreational Vessels

Captain Tony Stimatz, Chief, U.S. Coast Guard Office of Boating Safety G-OPB, was recently appointed chairman of the National Fire Protection Association's (NFPA) technical committee on motor craft. The committee produces NFPA 302, Fire Protection Standard for Pleasure and Commercial Craft. This standard, first published in 1937, is one of the longest standing non-governmental marine fire safety standards. The NFPA is currently accepting public proposals for revision to NFPA 302. Proposals must be received by the NFPA Standards Council Secretary by January 17, 1997. The committee is new members from the boat building industry. For additional information contact Martha Curtis at the National Fire Protection Association at (617) 770-3000 ext. 34181.

Plan for Implementation of Retroactive Fire Safety Amendments During Plan Review

From the design review standpoint, the major focus of the U.S. Coast Guard implementation plan will be to evaluate the level of compliance of existing foreign passenger vessels with international regulations regarding separation of escape stairways from enclosed spaces in which fires are likely to originate. Compliance for all existing vessels is required no later than October 1, 1997. In accordance with Coast Guard's Navigation and Inspection Circular (NVIC) 4-95, "Fire Safety Standards for Foreign Passenger Vessels Constructed before 1 October 1994", plans showing all details of compliance must be submitted to the Marine Safety Center (MSC) no later than April 1, 1997.

The Navy Launches Corporate Ergonomics Plan

As reported in the June-July-August issue of the Safetyline Magazine. A Naval Health Research Center study reported back injuries accounting for more than half of the number of hospitalized days associated with sprains and strains. Add other cumulative trauma disorders (CTDs) such as carpal tunnel syndrome to the mix, and the numbers climb even higher. The Navy paid more than \$237 million in workers' compensation from July 1994 to June 1995. Many of these cases involved injuries or illnesses an ergonomics program can eliminate.

The center recommended the Navy develop a program to evaluate how ergonomics in the work place can prevent upper body strains and sprains. In response to the study, the NAVOSH Quality Council (a group established by CNO, consisting of representatives from key Navy activities) developed a Navy Corporate Ergonomics Plan. This plan gives a roadmap for incorporating ergonomics practices into the Navy work place.

The Corporate Ergonomics Plan identifies a group of Navy activities (including ships) with different work practices to participate in a model effort. CNO (N45) and the NAVOSH Quality Council established an implementation team to train people at these model activities to identify ergonomic problems, employ corrective measures, and gauge the effectiveness of those corrective measures. The plan is based on successful ergonomics efforts in commercial corporations and Naval Air Systems Command. The plan also calls for starting ergonomics efforts Navy-wide, based on the cost savings in the model activities.

After doing research, people in the OSH office discovered a commercially available industrial-positioning device suited for their workers. This device resembles a dentist's chair with arm rests, feet rest, a head rest and tool tray. It lets workers do their jobs, in an ergonomically neutral position under aircraft. They borrowed and tested a positioner. Employees said they could reach better, work longer and do a better job using this positioner.

SP-4 Panel Meeting

On July 17-18 the Coast Guard's National Maritime Center hosted a SP-4 panel meeting with 35 attendees. This panel is one of eight panels of the SNAME Ship Production Committee/National Shipbuilding Research Program. The panels are designed to provide technologies and technology transfer to the United States shipbuilding industry to help the industry become internationally competitive. The committee's include: SP-1 Facilities and Environmental Effects, SP-3 Surface Preparation and Coating, SP-4 Design/Production Integration,

NEWS (CONT'D)

SP-5 Human Resource Innovations, SP-6 Marine Industry Standards, SP-7 Welding, SP-8 Industrial Engineering, and SP-9 Education and Training. Several current SP-4 projects include: Design Producibility of Hull Foundations, Converting NIDDESC Standards to ISO Standards, and Evaluate Shipbuilding CAD/CAM Systems.

For additional information on the SNAME/NSRP panels please write LT Robb Wilcox at National Maritime Center, U.S. Coast Guard, 4200 Wilson Blvd. Suite 510, Arlington, VA., 22203 or call him at (703) 235-1633.

Chairman of U.S. Technical Advisory Group to ISO/TC8 (Ships and Marine Technology) Appoints ISO/TC8 Subcommittees Heads

The Chairman of the U.S. Technical Advisory Group has appointed two new heads of ISO/TC8 Subcommittees

- Mr. Cosmo Castellano of Lockheed-Martin, in Syracuse as Head of Delegation to ISO/TC8 Subcommittee 6 on Navigation for a minimum three years term.
- Mr. Scott McCorty of Sperry Marine in Charlottesville was appointed Head of U.S. Delegation to ISO/TC8 Subcommittee 5 on Integrated Bridge Design for a minimum three year term.

Mr. McCorty attended the recent meeting in Copenhagen on Subcommittee 5 in his new capacity. The U.S. now has a significant voice and role in the future of bridge designs which includes a strong focus on the "Human Element".

Mariner Course Approvals

SCHOOL	COURSE	EFFECTIVE DATE
Adams Marine Seminars Crystal River, FL	CPR and First Aid	April 1, 1996
Alaska Vocational Technical Center Seward, AK	Master, 100 GT /OUPV License	July 22, 1996
Alba High School Bayou La Batre, AL	Marine Technology Program	Sep 1, 1995
Calhoon MEBA Engineering School Easton, MD	Advanced Firefighting	Aug 1, 1996
Captain's Marine Key West, FL	OUPV License	July 1, 1996
Compass North Nautical School Anchorage, AK	Limited Master or Operator [Remote Waters] License	July 1, 1996
Compass North Nautical School	CPR/First Aid	Nov 1, 1996
DG Training Systems, Inc. Pensacola, FL	Master/Mate, 200 GT License	July 1, 1996
Instructors for Life and Living Vancouver, WA	Initial Response First Aid/CPR	Jul 15, 1996
Petroleum Service Corp. Baton Rouge, LA	Tank Barge: Dangerous Liquids (DL) and Liquified Gases (LG)	Jul 1, 1996
The Pilots' Association Bay and River, Delaware Lewes, DE 19958	Apprentice Pilot Training Program	Mar 1, 1996
Marine Tech and Maritime Professional Training Ft. Lauderdale, FL	Basic and Advanced Shipboard Firefighting	Jul 1, 1996

NEWS (CONT'D)

SCHOOL	COURSE	EFFECTIVE DATE
Marine Emergency Technologies Galesville, MD	First Aid for Mariners	Jun 1, 1996
Maritime Fire and Safety Training, Insitute for Emergency Resources Dev. Ft. Lauderdale, FL	Basic and Advanced Shipboard Firefighting	Jul 1, 1996
Northeast Maritime New Bedford, MA	Able Seaman/ Lifeboatman	Sep 1, 1996
RTM Center for Advanced Maritime Officers Training Dania, FL	Advanced Dangerous Liquid Cargo (Tankship)	Jul 1, 1996
RTM Center for Advanced Maritime Officers Training Dania, FL	Advanced Dangerous Liquid Cargo (1-week) and Bridge Team Management	Jul 22, 1996
Sause Bros. Ocean Towing Company, Inc. Coos Bay, OR	Tank Barge Firefighting	May 1, 1996
Sea School St. Petersburg, FL	Celestial Navigation	Jul 1, 1996
S.E.A. Marine Training Services Juneau, AK	Lifeboatman	Apr 1, 1996
State University of New York Fort Schuyler, NY	Basic/Advanced Firefighting	Nov 1, 1995
Texas A&M University Mitchell Campus Galveston, TX	Signaling	Jun 1, 1996
Center for Marine Training and Safety Texas A&M University Galveston, TX	Automatic Radar Plotting Aids and River Radar Observer	Jul 1, 1996
U.S. Merchant Marine Academy Kings Point, NY	Tankship: Dangerous Liquids (DL)	Jul 1, 1996

GT- gross tons

MMD- merchant mariner's document

OUPV- operator of uninspected passenger vessels

PIC- person in charge

A complete listing can be found on the Marine Safety Home page at:

<http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>

The G-M World Wide Web—What's New on the World Wide Web

The site grows daily. In the last month there have been major additions to:

- The International Maritime Organization Section
- The Regulations Section
- The new "Response" section
- The ISO/TC8 Committee, US, TC8TAG

The Marine Safety and Environmental Protection WWW address is:

<http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>

NEWS (CONT'D)

Contributions

Marine Safety Newsletter and Proceedings Magazine welcome manuscript and photo submissions for publication. No payment can be made for manuscripts or photos submitted for publication. However, an author or photo credit byline will be given. The Editor reserves the right to make any editorial changes in manuscripts which she believes will improve the material without altering the intended meaning. All correspondence should be addressed to Cheryl Robinson, Editor, U.S. Coast Guard, National Maritime Center, 4200 Wilson Blvd., Suite 510, Arlington, VA 22203-1804.
